

Safety Attribute Inspection (SAI) Data Collection Tool
3.2.1 Dispatch / Flight Release (OP)
Revision#: 14 Revision Date: 07/24/2015

ELEMENT SUMMARY INFORMATION

Scope of Element:

Purpose (operator's responsibility): To ensure the operator's Dispatch/Flight Release process will support safe and reliable operations.

Objective (FAA's oversight responsibility): To determine if the operator's Dispatch/Flight Release process:

- Meets all applicable requirements of Title 14 of the Code of the Federal Regulations (14 CFR) and FAA policies,
- Incorporates the safety attributes, and
- Identifies any shortfalls in the operator's Dispatch/Flight Release process.

Specific Instructions:

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SUPPLEMENTAL INFORMATION

Regulatory Requirements:

A.005, Exemptions and Deviations
A.008, Operational Control
A.010, Aviation Weather Information
A.317, Acceptance of a Fatigue Risk Management Plan
B.030, IFR Navigation Using GPS/WAAS RNAV Systems
B.034, IFR Class I Terminal and En Route Navigation Using Area Navigation Systems
B.043, Special Fuel Reserves in International Operations
B.044, Planned Redispach or Rerelease En Route
B.051, Part 121 En Route Visual Flight Rules, Limitations, and Provisions
B.343, Fuel Reserves for Flag and Supplemental Operations
C.055, Alternate Airport IFR Weather Minimums
C.067, Special Authorizations, Provisions, and Limitations For Certain Airports
91.153, VFR flight plan: Information required.
117.5, Fitness for Duty
119.43, Certificate holder's duty to maintain operations specifications.
121.97, Airports: Required data.
121.99, Communication facilities.
121.101, Weather reporting facilities.
121.107, Dispatch centers.
121.117, Airports: Required data.
121.119, Weather reporting facilities.
121.121, En route navigational facilities.
121.122, Communications facilities - supplemental operations
121.125, Flight following system.
121.127, Flight following system; requirements.

121.135, Manual contents
 121.161, Airplane limitations: Type of route
 121.533, Responsibility for operational control: Domestic operations.
 121.535, Responsibility for operational control: Flag operations.
 121.537, Responsibility for operational control: Supplemental operations.
 121.551, Restriction or suspension of operation: Domestic and flag operations.
 121.553, Restriction or suspension of operation: Supplemental operations.
 121.578, Cabin ozone concentration.
 121.593, Dispatching authority: Domestic operations.
 121.595, Dispatching authority: Flag operations.
 121.597, Flight release authority: Supplemental operations.
 121.599, Familiarity with weather conditions.
 121.601, Aircraft dispatcher information to pilot in command: Domestic and flag operations.
 121.603, Facilities and services: Supplemental operations.
 121.605, Airplane equipment.
 121.607, Communication and navigation facilities: Domestic and flag operations.
 121.609, Communication and navigation facilities: Supplemental operations.
 121.611, Dispatch or flight release under VFR.
 121.613, Dispatch or flight release under IFR or over the top.
 121.615, Dispatch or flight release over water: Flag and supplemental operations.
 121.617, Alternate airport for departure.
 121.619, Alternate airport for destination: IFR or over-the-top: Domestic operations.
 121.621, Alternate airport for destination: Flag operations.
 121.623, Alternate airport for destination: IFR or over-the-top: Supplemental operations.
 121.625, Alternate airport weather minimums.
 121.629, Operation in icing conditions.
 121.631, Original dispatch or flight release, redispach or amendment of dispatch or flight release.
 121.635, Dispatch to and from refueling or provisional airports: Domestic and flag operations.
 121.637, Takeoffs from unlisted and alternate airports: Domestic and flag operations.
 121.639, Fuel supply: All domestic operations.
 121.641, Fuel supply: Nonturbine and turbo-propeller-powered airplanes: Flag operations.
 121.643, Fuel supply: Nonturbine and turbo-propeller-powered airplanes: Supplemental operations.
 121.645, Fuel supply: Turbine-engine powered airplanes, other than turbo propeller: Flag and supplemental operations.
 121.646, En-route fuel supply: flag and supplemental operations
 121.647, Factors for computing fuel required.
 121.649, Takeoff and landing weather minimums: VFR: Domestic operations.
 121.652, Landing weather minimums: IFR: All certificate holders.
 121.655, Applicability of reported weather minimums.
 121.663, Responsibility for dispatch release: Domestic and flag operations.
 121.687, Dispatch release: Flag and domestic operations.
 121.689, Flight release form: Supplemental operations.

Related CFRs & FAA Policy/Guidance:

Related CFRs:

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FAA Policy/Guidance:

FAA Order 8900.1, Volume 3, Chapter 25, Section 1
FAA Order 8900.1, Volume 3, Chapter 25, Section 2
FAA Order 8900.1, Volume 3, Chapter 25, Section 3
FAA Order 8900.1, Volume 3, Chapter 25, Section 4
FAA Order 8900.1, Volume 3, Chapter 26, Section 1
FAA Order 8900.1, Volume 3, Chapter 26, Section 2
FAA Order 8900.1, Volume 3, Chapter 26, Section 3
FAA Order 8900.1, Volume 3, Chapter 26, Section 4
AC 120-60, Ground Deicing and Anti-icing Program
AC 120-88, Preventing Injuries Caused by Turbulence
AC 120-38, Transport Category Airplanes Cabin Ozone Concentrations

SAI SECTION 1 - PROCEDURES ATTRIBUTE

Objective:

The questions in this section of the SAI will help verify that the operator's documented procedures identify who, what, when, where, and how those procedures are accomplished. These procedures must allow all personnel to perform their duties and responsibilities with a high degree of safety.

14 CFR part 121.135(a)(1)

Tasks

	The inspector shall accomplish the following tasks:
1	Review the information in the Supplemental Information Section of this SAI.
2	Review the duties and responsibilities for management and other personnel who accomplish the processes associated with this element.
3	Review the documentation of the processes associated with this element.
4	Review documented interfaces to identify interactions between related processes, interactions within this element process, and between one person, workgroup, or organization to another that the operator uses to accomplish this process.

Questions

1.1	<p>Do procedures specify that each route submitted for approval shall have an adequate number of properly equipped airports?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.97(a) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.2	<p>Do procedures specify the use of an approved system for obtaining, maintaining, and distributing current aeronautical data for each airport the operator uses?</p> <p>Updated: Rev # 5 on 03/01/2011 SRRs: 121.97(b) Kind Of Question: Flag, Domestic</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for airports, including: Facilities; Public protection (ETOPS and Polar Operations); Navigation and communications aids; Construction affecting takeoff, landing, or ground operations; and Air traffic facilities. <p><i>Sources:</i> 121.97(b)(1)</p> <ol style="list-style-type: none"> Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for runways, clearways and stopways, including: Dimensions; Surface; Marking and lighting systems; and Elevation and gradient. 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>Sources: 121.97(b)(2)</p> <p>3. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for displaced thresholds, including: Location; Dimensions; Takeoff or landing or both.</p> <p>Sources: 121.97(b)(3)</p> <p>4. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for displaced obstacles, including: Those affecting takeoff and landing performance computations in accordance with Subpart I of part 121; Controlling obstacles.</p> <p>Sources: 121.97(b)(4)</p> <p>5. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for displaced Instrument flight procedures, including: Departure procedure; Approach procedure; and Missed approach procedure.</p> <p>Sources: 121.97(b)(5)</p> <p>6. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for displaced special information, including: Runway visual range measurement equipment; Prevailing winds under low visibility conditions.</p> <p>Sources: 121.97(b)(6)</p>	
1.3	<p>Do procedures specify that the operator shall ensure weather reports and forecasts are available for the operation along each route?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.101(a) Kind Of Question: Flag, Domestic</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the operator has general policies to show that it has enough weather reporting facilities available along each route to ensure weather reports and forecasts necessary for the operation.</p> <p>Sources: 121.101(a)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.4	<p>Do procedures specify that weather reports and forecasts used to control flights shall be prepared by the U.S. National Weather Service, or other source approved by the Administrator?</p> <p>Note(s): <i>Adverse Weather Phenomena Reporting and Forecast Systems and EWINS must be approved and used in accordance with the operator's operations specifications A010. A list of weather sources found satisfactory by the Administrator is located in 8900.1, Volume 3, Chapter 26, Section 2.</i></p> <p>Updated: Rev # 13 on 06/23/2014 SRRs: A.010Aviation Weather Information; 121.101(b); 121.101(c) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>Related Design JTIs:</i></p> <p>1. Check that the operator has general policies for domestic and flag operations that it will only use approved weather reports to control a flight: For operations within the 48 contiguous states and the District of Columbia, that was prepared by the U.S National Weather Service or a source approved by the U.S. National Weather Service; or For operations conducted outside the 48 contiguous states and the District of Columbia, that was prepared by a source approved by the Administrator.</p> <p>Sources: 121.101(b); 121.101(c)</p>	
1.5	<p>Do procedures specify the use of an FAA approved system for obtaining forecasts and reports of adverse weather phenomena that may affect the safety of the flight on each route to be flown and at each airport to be used?</p> <p>Note(s): <i>Adverse weather phenomena includes clear air turbulence, thunderstorms, and low altitude wind shear.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.101(d) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.6	<p>Do procedures require an adequate number of dispatch centers that are:</p> <ul style="list-style-type: none"> • Adequate for the operations to be conducted; and • Located at points necessary to ensure proper operational control of each flight? <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.107 Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.7	<p>Do procedures require the operator to utilize adequate airports for the proposed operation?</p> <p>Note(s): <i>Size, surface, obstructions, facilities, public protection, lighting, navigational and communications aids, and ATC must be considered when making this determination.</i></p> <p>Updated: Rev # 7 on 09/01/2011 SRRs: 121.117(a) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.8	<p>Do procedures specify the use of an approved system for obtaining, maintaining, and distributing current aeronautical data for each airport the operator uses?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.117(b) Kind Of Question: Supplemental</p> <p><i>Related Design JTIs:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<ol style="list-style-type: none"> 1. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for airports, including: Facilities; Public protection (ETOPS and Polar Operations); Navigation and communications aids; Construction affecting takeoff, landing, or ground operations; and Air traffic facilities. <i>Sources: 121.117(b)(1)</i> 2. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for runways, clearways, stopways, including: Dimensions; Surface; Marking and lighting systems; and Elevation and gradient. <i>Sources: 121.117(b)(1)</i> 3. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for displaced thresholds, including: Location; Dimensions; Takeoff or landing or both. <i>Sources: 121.117(b)(3)</i> 4. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for obstacles, including: Those affecting takeoff and landing performance computations in accordance with Subpart I of part 121; Controlling obstacles. <i>Sources: 121.117(b)(4)</i> 5. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for instrument flight procedures, including: Departure procedure; Approach procedure; and Missed approach procedure. <i>Sources: 121.117(b)(5)</i> 6. Check the operator has information for obtaining, maintaining and distributing the following aeronautical data for special information, including: Runway visual range measurement equipment; Prevailing winds under low visibility conditions. <i>Sources: 121.117(b)(6)</i> 	
1.9	<p>Do procedures specify weather reports used to control flights shall be prepared by the U.S. National Weather Service, or a source found satisfactory by the Administrator?</p> <p>Note(s): <i>Adverse Weather Phenomena Reporting and Forecast Systems and EWINS must be approved and used in accordance with the operator's operations specifications A010. A list of weather sources found satisfactory by the Administrator is located in 8900.1, Volume 3, Chapter 26, Section 2.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: A.010Aviation Weather Information; 121.119(a); 121.119(b) Kind Of Question: Supplemental</p> <p><i>Related Design JTIs:</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>1. Check that the operator has information on the types of weather reports it uses to control flights: Within the 48 contiguous States were prepared by the National Weather Service, or a source approved by the Weather Bureau (NWS); or Outside the 48 contiguous states, or at U.S. Military Airports were prepared by a source found satisfactory by the Administrator.</p> <p>Sources: 121.119(a)</p> <p>2. Check that the operator has information that required forecast to control flight movements during supplemental operations be prepared from weather reports approved by the National Weather Service, or found satisfactory to the Administrator, as applicable.</p> <p>Sources: 121.119(b)</p>	
1.10	<p>Do procedures specify the use of an approved flight following system to ensure proper monitoring of each flight and to provide all safety of flight information to pilots in command?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.125(a) Kind Of Question: Supplemental</p> <p><i>Related Design JTIs:</i></p> <p>1. Check that the operator has general policies on an approved flight following system established in accordance with 14 CFR part 121 subpart U "Dispatching and Flight Release Rules".</p> <p>Sources: 121.125(a)(1)</p> <p>2. Check that the operator has information that flight following centers are located at those points necessary to ensure the proper monitoring of the progress of each flight with respect to its departure at the point of origin and arrival at destination including intermediate stops and diversions there from, and maintenance or mechanical delays encountered at those points or stops.</p> <p>Sources: 121.125(a)(2)(i)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.11	<p>Does the operator's manual specify the:</p> <ul style="list-style-type: none"> Type of flight following system utilized; and Location(s) of the center(s) utilized by the operator? <p>Note(s): <i>Operations specifications A008 must contain the specific references in the manual where the flight following system is described.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.125(d) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.12	<p>Do procedures specify that if a flight following system is used, it shall have adequate facilities and personnel to provide the information necessary for the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>initiation and safe conduct of each flight to:</p> <ul style="list-style-type: none"> • The flight crew of each aircraft; and • The persons designated by the operator to perform the function of operational control of the aircraft? <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.127(a)(1) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Not Applicable
1.13	<p>Do procedures for flight following systems require a means of communication to monitor the progress of each flight with respect to its departure from the point of origin, arrival at its destination, including intermediate stops and diversions?</p> <p>Note(s): <i>This communications shall be via private or available public facilities such as telephone, telegraph, or radio.</i> <i>This communications capability must also be able to report any intermediate stops and diversions and any maintenance or mechanical delays encountered at those points or stops.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.127(a)(2) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.14	<p>Do procedures show the personnel identified below are able to perform their required duties related to the flight following system?</p> <ul style="list-style-type: none"> • Flight crew of each aircraft; and • Persons designated by the operator to perform the function of operational control of the aircraft. <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.127(b) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.15	<p>Do procedures specify unless approved by the Administrator in accordance with 14 CFR part 121, Appendix P and authorized in the operations specifications, no turbine engine-powered airplane may operate over a route that contains a point that is:</p> <ul style="list-style-type: none"> • Within the North Polar Area; • Within the South Polar Area; • More than 60 minutes flying time from an adequate airport for a two-engine airplanes that is operating at a one-engine-inoperative cruise speed under standard conditions in still air; or • More than 180 minutes flying time from an adequate airport for a passenger-carrying airplane with more than two engines that is operating at a one-engine-inoperative cruise speed under standard conditions in still air? <p>Note(s): <i>Flying time should be determined assuming cruise speed with one-engine</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>inoperative under standard conditions in still air.</i></p> <p><i>The pre-flight planning process must be able to determine whether the status of an adequate airport used to meet the requirements of this rule will be affected by, but not limited to, runway or aerodrome closures (NOTAMs), or availability of essential services, at the time of the proposed operation.</i></p> <p><i>Except as provided in paragraph 121.161(c) of this section, no operator may operate a land airplane (other than a DC-3, C-46, CV-240, CV-340, CV-440, CV-580, CV-600, CV-640, or Martin 404) in an extended overwater operation unless it is certificated or approved as adequate for ditching under the ditching provisions of part 25 of this chapter.</i></p> <p><i>Until December 20, 2010, an operator may operate, in an extended overwater operation, a non-transport category land airplane type certificated after December 31, 1964, that was not certificated or approved as adequate for ditching under the ditching provisions of part 25 of this chapter.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.161(a); 121.161(b); 121.161(c) Kind Of Question: Flag, Supplemental</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the operator has general policies that it will only operate, unless authorized by the Administrator, based on the character of the terrain, the kind of operation, or the performance of the airplane to be used, two-engine or three engine airplanes (except a three-engine turbine-powered airplane) over a route that contains a point no further than one hour flying time (in still air, at normal cruising speed with one engine inoperative) from an adequate airport. <i>Sources: 121.161(a)</i> 2. Check that the operator has general policies that it will only, except as provided in 14 CFR part 121.161(c), operate a land airplane (other than a DC-3, C-46, CV-240, CV-340, CV-440, CV-580, CV-600, CV-640, or Martin 404) in an extended overwater operation when it is certificated or approved for ditching under the ditching provisions of 14 CFR part 25. <i>Sources: 121.161(b)</i> 3. Check that the operator has general policies that, until December 20, 2010, it is authorized to operate in an extended overwater operation, a nontransport category land airplane type certificated after December 31, 1964, that was not certificated or approved as adequate for ditching under the ditching provisions of 14 CFR part 25. <i>Sources: 121.161(c)</i> 	
1.16	<p>Do procedures specify unless authorized by the Administrator based on the character of the terrain, the kind of operation, or the performance of the airplane to be used, no operator may operate a reciprocating engine-powered airplane over a route that contains a point farther than 60 minutes flying time (at a one engine-inoperative cruise speed under standard conditions in still air) from an adequate airport?</p> <p>Note(s):</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>The pre-flight planning process must be able to determine whether the status of an adequate airport used to meet the requirements of this rule will be affected by, but not limited to, runway or aerodrome closures (NOTAMs), or availability of essential services, at the time of the proposed operation</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.161(d) Kind Of Question: Flag, Supplemental, Domestic</p>	
1.17	<p>Does the operator have procedures for flight crews, dispatchers, and other operational control personnel to scrutinize or validate all flight planning data for accuracy?</p> <p>Note(s): <i>Flight planning consists of selecting an appropriate aircraft cruise schedule and applying forecast wind, temperature, and aircraft performance data to a planned route to predict estimated time en-route (ETE) and estimated fuel consumption. Flight planning data may be computed manually or with computer aids.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: A.008Operational Control; 121.135(b)(4); 121.135(b)(5); 121.533(a); 121.535(a); 121.537(a) Kind Of Question: Flag, Supplemental, Domestic</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the Certificate Holder's manual system contains adequate procedures for flightcrews, dispatchers, and operational control personnel to scrutinize all flight plans for accuracy. <p><i>Sources:</i> FAA Order 8900.1. Vol 3, Ch 25, Sec 1, Para 3-1925C</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.18	<p>Does the operator's manual provide information necessary to allow pilots, dispatchers, flight followers, or other operational control personnel to determine when to declare:</p> <ul style="list-style-type: none"> • Minimum fuel; or • An emergency due to low fuel? <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.135(b)(26) Kind Of Question: Flag, Supplemental, Domestic</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check the operator's manual system contains information and instruction for pilots, dispatchers, flight followers, and other operational control personnel concerning the appropriate use and meaning, connotations and regulatory definitions of the terms "minimum fuel," "emergency fuel," and "reserve fuel." <p><i>Sources:</i> INFO 08004</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.19	<p>Do procedures specify when an operator knows of conditions, including airport and runway conditions, that are a hazard to safe operations it shall restrict or suspend operations until those conditions are corrected?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	Updated: Rev # 3 on 06/01/2010 SRRs: 121.551 Kind Of Question: Flag, Domestic	
1.20	<p>Do procedures specify when conditions, including airport and runway conditions, that are a hazard to safe operations the operator or pilot in command shall restrict or suspend operations until those conditions are corrected?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.553 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.21	<p>Do procedures include policy that prohibits the operation of an aircraft above flight level 270 unless successfully demonstrating ozone levels will not exceed:</p> <ul style="list-style-type: none"> 0.25 parts per million by volume, sea level equivalent, at any time at or above flight level 320; and 0.1 parts per million by volume, sea level equivalent, time-weighted average for each flight segment that exceeds 4 hours at or above flight level 270? <p>Note(s): <i>Compliance with this rule is not necessary when:</i></p> <ul style="list-style-type: none"> <i>Only persons carried are flight crewmembers and persons listed in 14 CFR part 121.583; or</i> <i>The aircraft is scheduled for re-engining under the provisions of subpart E of part 91, until it is re-engined; or</i> <i>A deviation is granted by the Administrator in operations specifications.</i> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.578(b); 121.578(d); 121.578(e) Kind Of Question: Flag, Supplemental, Domestic</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> Check that the operator has information that complies with AC 120-38, Transport Category Airplanes Cabin Ozone Concentration. <i>Sources: AC 120-38</i> Check that the operator has information to be followed by aircraft dispatcher or other operational control personnel to limit cabin ozone concentrations in transport category airplanes. <i>Sources: AC 120-38</i> 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.22	<p>Do procedures specify no person may start a flight unless an aircraft dispatcher specifically authorizes that flight?</p> <p>Note(s): <i>For domestic operations if an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour, re-authorization by the aircraft dispatcher is not required.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>Flag operations that include intermediate stops must be redispached if the airplane remains on the ground for more than six hours.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.593; 121.595(a) Kind Of Question: Flag, Domestic</p>	
1.23	<p>Do procedures specify no person may start a flight under a flight following system without:</p> <ul style="list-style-type: none"> • Specific authority from the person authorized to exercise operational control over the flight; • The pilot in command or the person authorized to exercise operational control over the flight has executed a flight release setting forth the conditions of the flight; and • The pilot in command signs the flight release only when he and the person authorized to exercise operational control over the flight believe the flight can be made with safety? <p>Note(s): <i>Flights that include intermediate stops require a new release if the aircraft has been on the ground more than six hours.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.597(a); 121.597(b); 121.597(c) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.24	<p>Do procedures specify:</p> <ul style="list-style-type: none"> • For domestic or flag operations, the dispatcher may not release a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown; and/or • For supplemental operations, no pilot in command may begin a flight unless he is thoroughly familiar with reported and forecast weather conditions on the route to be flown? <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.599(a); 121.599(b) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.25	<p>Do procedures require the aircraft dispatcher to provide the pilot in command with all available current reports or information on airport conditions and irregularities of navigation facilities affecting the safety of flight?</p> <p>Note(s): <i>"Available", with respect to a weather report and/or forecast means for immediate use, obtainable and accessible.</i> <i>"Current", with respect to a weather report means present and actual.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.601(a) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.26	<p>Do procedures require the aircraft dispatcher, before the beginning of a flight, to provide the pilot in command with all available information that may affect the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>safety of the flight including:</p> <ul style="list-style-type: none"> • Available weather reports or forecasts; • Adverse weather phenomena; • Clear Air Turbulence; • Thunderstorms; and • Low Altitude Wind Shear? <p>Note(s): <i>This requirement applies to each route to be flown and each airport to be used. "Available", with respect to a weather report and/or forecast means for immediate use, obtainable and accessible.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.601(b) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Not Applicable
1.27	<p>Do procedures require during a flight the aircraft dispatcher shall provide the pilot in command with any additional available information that may affect the safety of the flight including:</p> <ul style="list-style-type: none"> • Information of meteorological conditions including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear; and • Irregularities of facilities and services? <p>Note(s): <i>"Available" with respect to a weather report and/or forecast means for immediate use, obtainable and accessible.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.601(c) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.28	<p>Do procedures require each pilot in command, before each flight, obtain available information that may affect flight safety including:</p> <ul style="list-style-type: none"> • Airport conditions; and • Irregularities of navigation facilities? <p>Note(s): <i>"Available" with respect to a weather report and/or forecast means for immediate use, obtainable and accessible.</i></p> <p>Updated: Rev # 13 on 06/23/2014 SRRs: 121.603(a) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.29	<p>Do procedures require each pilot in command, during each flight, to obtain additional available information that may affect flight safety including:</p> <ul style="list-style-type: none"> • Meteorological conditions; and 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<ul style="list-style-type: none"> Irregularities of facilities and services? <p>Note(s): <i>"Available", with the respect to a weather report and/or forecast means for immediate use, obtainable and accessible.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.603(b) Kind Of Question: Supplemental</p>	
1.30	<p>Do procedures specify no aircraft will be dispatched or released unless it is:</p> <ul style="list-style-type: none"> Airworthy; and Equipped as prescribed in 14 CFR part 121.303? <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.605 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.31	<p>Do procedures specify aircraft may only be dispatched over approved routes that have satisfactory communications and navigation facilities?</p> <p>Note(s): <i>14 CFR parts 121.99 and 121.103 identify the requirements of satisfactory communications and navigation facilities and 14 CFR part 121.607 provides exceptions to those requirements.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.99; 121.607(a); 121.607(b) Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.32	<p>Do procedures require that communications and navigation facilities must be in satisfactory operating condition prior to any release of an aircraft over any route or route segment?</p> <p>Note(s): <i>Communications and navigation facilities must satisfy the requirements of 14 CFR parts 121.121 and 121.122.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.121; 121.122; 121.609 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.33	<p>Do procedures specify no person may dispatch or release an aircraft under IFR or over the top operations, unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released?</p> <p>Note(s): <i>Reference 14 CFR part 121.615 for exceptions to this requirement. When regulations regarding the selection of destination and alternate airports require "weather reports or forecasts, or any combination thereof" to indicate that weather conditions will be at or above the authorized minimums at the ETA, the worst weather conditions take precedence. It is FAA policy that the</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>worst weather condition in the main body or remarks portion of a terminal forecast, as well as any weather report used, is the controlling factor when selecting a destination or alternate airport.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.613 Kind Of Question: Flag, Supplemental, Domestic</p>	
1.34	<p>Do procedures specify no person may dispatch an aircraft for VFR operation unless the ceiling and visibility en-route are and will remain at or above applicable VFR minimums until the aircraft arrives at the airport or airports specified in the dispatch or flight release?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.611 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.35	<p>Do procedures specify no person may dispatch or release an aircraft for VFR en-route operations unless they are specifically approved in the operations specifications?</p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: B.051; 121.611 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.36	<p>Do procedures specify no person may dispatch or release an aircraft for a flight that involves extended overwater operation unless the specific operation:</p> <ul style="list-style-type: none"> Is authorized by the operator's operations specifications; and Appropriate weather reports or forecasts indicate that the weather conditions will be at or above the authorized minimums at the estimated time of arrival at any airport to which dispatched or released or to any required alternate airport? <p>Note(s): <i>See 14 CFR part 121.615 (b) and (c) for specific requirements and exceptions in Alaska.</i> <i>The SRR for this question states that "weather reports or forecasts or a combination thereof" are required. The word "or" as stated in this regulation, does not take precedence over other 121 regulations that require both reports and forecasts to be available for flight operations.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.615 Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.37	<p>Do procedures specify if the weather conditions at the airport of takeoff are below the landing minimums in the operator's operations specifications for that airport, no person may dispatch or release an aircraft from that airport unless the dispatch or flight release specifies an alternate airport located:</p> <ul style="list-style-type: none"> For aircraft having two engines, not more than one hour from the departure airport at normal cruising speed in still air with one engine inoperative; or For aircraft having three or more engines, not more than two hours from the departure airport at normal cruising speed in still air with one 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>engine inoperative?</p> <p>Note(s): <i>The alternate airport weather conditions must meet the requirements of the operator's operations specifications.</i> <i>Each required alternate airport must be listed in the dispatch or flight release.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.617 Kind Of Question: Flag, Supplemental, Domestic</p>	
1.38	<p>Do procedures specify no person may dispatch an airplane under IFR or over-the-top unless at least one alternate airport for each destination airport is listed in the dispatch release?</p> <p>Note(s): <i>No alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling will be at least 2,000 feet above the airport elevation and visibility will be at least 3 miles. If issued an exemption to 121.619, no alternate airport is required if for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport the appropriate weather reports or forecast, or any combination of them, indicate the ceiling will be at least 1,000 feet above the airport elevation and visibility will be at least 3 statute miles for airports utilizing CAT 1 authorizations or the visibility will be at least 2 statute miles for airports utilizing CAT II or CAT III authorizations.</i> <i>The weather conditions at the alternate airport must meet the requirements of 14 CFR part 121.625.</i> <i>The SRR for this question states that, "weather reports or forecasts, or any combination of them" are required. The word "or" in this case does not take precedence over other 121 regulations that require both reports and forecasts to be available for flight operations.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: A.005Exemptions and Deviations; 121.619 Kind Of Question: Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.39	<p>Do procedures specify no person may dispatch an airplane under IFR or over-the-top unless an additional alternate airport is listed on the dispatch release when the weather for the destination airport and first alternate is marginal?</p> <p>Note(s): <i>"Marginal" is defined by the operator.</i> <i>The weather conditions at the alternate airport must meet the requirements of 14 CFR part 121.625.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.619(a) Kind Of Question: Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.40	<p>Do procedures specify the dispatch release requirements for operations utilizing Exemption 3585?</p> <p>Note(s): <i>Exemption 3585 allows for dispatch to destination when conditional language in the weather forecast for the destination and first alternate airport indicate that</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>weather may be below landing and alternate airport minimums at the estimated time of arrival.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: A.005Exemptions and Deviations; C.055; 121.613; 121.619; 121.625 Kind Of Question: Domestic</p>	
1.41	<p>Do procedures specify no person may dispatch an airplane under IFR or over-the-top unless at least one alternate airport for each destination airport is listed in the dispatch release, unless the flight is scheduled for not more than 6 hours and, for at least 1 hour before and 1 hour after the estimated time of arrival at the destination airport, the appropriate weather reports or forecasts, or any combination of them, indicate the ceiling will be:</p> <ul style="list-style-type: none"> • At least 1,500 feet above the lowest circling MDA, if a circling approach is required and authorized for that airport; or • At least 1,500 feet above the lowest published instrument approach minimum or 2,000 feet above the airport elevation, whichever is greater; and • The visibility at that airport will be at least 3 miles, or 2 miles more than the lowest applicable visibility minimums, whichever is greater, for the instrument approach procedures to be used at the destination airport; or • The flight is over a route approved without an available alternate airport for a particular destination airport and the airplane has enough fuel to meet the requirements of 14 CFR parts 121.641(b) or 121.645 (c)? <p>Note(s): <i>The weather conditions at the alternate airport must meet the requirements of the operator's operations specifications.</i> <i>The SRR for this question states that "weather reports or forecasts, or any combination" are required. The word "or" as stated in this regulation does not take precedence over other 121 regulations that require both reports and forecasts be available for flight operations.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.621 Kind Of Question: Flag</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.42	<p>Do procedures specify each person releasing an aircraft for operation under IFR or over-the-top shall list at least one alternate airport for each destination airport in the flight release?</p> <p>Note(s): <i>An alternate airport need not be designated for IFR or over-the-top operations where the aircraft carries enough fuel to meet the requirements of 14 CFR part 121.643 and 121.645 for flights outside the 48 contiguous states and the District of Columbia over routes without an available alternate airport for a particular airport of destination.</i></p> <p><i>The weather requirements at the alternate airport must meet the requirements of the operator's operations specifications.</i> <i>Destination airports that do not have an available alternate airport for destination should be listed in operations specifications C067.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: C.067; 121.623</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	Kind Of Question: Supplemental	
1.43	<p>Do procedures specify no person may list an airport as an alternate airport in the dispatch or flight release unless the appropriate weather reports or forecasts or any combination thereof indicate the weather conditions will be at or above the alternate weather minimums specified in the operator's operations specifications for that airport when the flight arrives?</p> <p>Note(s): <i>The SRR for this questions states that "weather reports or forecasts, or any combination thereof" are required. The word "or" as stated in the regulation does not take precedence over other 121 regulations that require both reports and forecasts to be available for flight operations.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.625 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.44	<p>Do procedures prohibit the dispatch, release, or continued operation of an aircraft when icing conditions are expected or experienced that, in the opinion of the pilot in command or dispatcher (flag and domestic only), might adversely affect safety of flight?</p> <p>Note(s): <i>"Operation" includes en-route and landing operations. "Dispatcher" only applies to domestic and flag operations.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.629(a) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.45	<p>Do procedures specify an operator may designate any regular, provisional, or refueling airport, for the authorized type of aircraft, as a destination for the purpose of original dispatch or release?</p> <p>Note(s): <i>This question does not apply when operations specifications C070 is not issued (supplemental only operators).</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.631(a) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.46	<p>Do procedures specify no person may allow a flight to continue to an airport, to which it has been dispatched or released, unless the weather conditions at an alternate airport that was specified in the dispatch or flight release are forecast to be at or above the alternate minimums specified in the operations specifications for that airport at the time the aircraft would arrive at the alternate airport?</p> <p>Note(s): <i>The dispatch or flight release may be amended en route to include any alternate airport that is within the fuel range of the aircraft as specified in 14 CFR parts 121.639 through 121.647, the other airport is authorized for that type of aircraft, and the appropriate requirements of 14 CFR parts 121.593 through 121.661 and 121.173 are met at the time of redispach or amendment of the flight release.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	Updated: Rev # 3 on 06/01/2010 SRRs: 121.135(b)(4); 121.631(b); 121.631(f) Kind Of Question: Flag, Supplemental, Domestic	
1.47	Do procedures require each person who amends a dispatch or flight release en route to record that amendment? Updated: Rev # 3 on 06/01/2010 SRRs: 121.135(b)(4); 121.631(g) Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.48	Do procedures specify no person may dispatch an airplane to or from a refueling or provisional airport: <ul style="list-style-type: none"> • Except in accordance with the requirements of 14 CFR part 121 applicable to dispatch from regular airports; and • Unless that airport meets the requirements of 14 CFR part 121 applicable to regular airports? Updated: Rev # 3 on 06/01/2010 SRRs: 121.635 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.49	Do procedures specify no pilot may takeoff an airplane from an airport that is not listed in the operations specifications C070 unless: <ul style="list-style-type: none"> • The airport and related facilities are adequate for the operation of the airplane; • They can comply with the applicable airplane operating limitations; • The airplane has been dispatched according to dispatching rules applicable to operation from an approved airport; and • The weather conditions at that airport are equal to or better than takeoff minimums specified in 14 CFR part 121.637(a)(4)? Updated: Rev # 3 on 06/01/2010 SRRs: 121.637(a) Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.50	Do procedures specify no pilot may take off from an alternate airport unless the weather conditions are at least equal to the minimums prescribed in the operator's operations specifications for alternate airports? Updated: Rev # 3 on 06/01/2010 SRRs: 121.637(b) Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.51	Do procedures specify no person may dispatch or take off an airplane unless it has enough fuel: <ul style="list-style-type: none"> • To fly to the airport to which it is dispatched; • Then to fly to and land at the most distant alternate airport (where required) for the airport to which dispatched; and • Then to fly for 45 minutes at normal cruising fuel consumption? 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>Note(s): <i>Operators who are authorized to conduct day VFR operations in their operations specifications and who are operating non-transport category airplanes type certificated after December 31, 1964, may utilize a 30 minute fuel reserve at normal cruising fuel consumption for day VFR operations. Minimum fuel supply also includes the factors for computing fuel required by 14 CFR part 121.647.</i> <i>The 45 minutes of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i> <i>"Minimum fuel supply" is the amount of fuel listed on the dispatch release which is required to be on board the aircraft at the commencement of the takeoff roll.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.639 Kind Of Question: Domestic</p>	
1.52	<p>Do procedures specify the fuel requirements for non-turbine and turbo-propeller driven airplanes, considering the wind and other weather conditions expected, include enough fuel:</p> <ul style="list-style-type: none"> • To fly to and land at the airport to which it is dispatched; and then • Then fly to and land at the most distant alternate airport specified in the dispatch release; and then • Then fly for 30 minutes plus 15 percent of the total time required to fly at normal cruising fuel consumption to the airport dispatched and the most distant alternate; or • Then fly for 90 minutes at normal cruising fuel consumption, whichever is less; or • If an alternate is not specified under 14 CFR part 121.621(a)(2), unless it has enough fuel, considering wind and forecast weather conditions, to fly to the airport dispatched and then to fly for three hours at normal cruising fuel consumption? <p>Note(s): <i>Destination airports without an available alternate airport should be approved by the Administrator in operations specifications paragraph C.067.</i> <i>Minimum fuel supply also includes the factors for computing fuel required by 14 CFR section 121.647.</i> <i>The 30 minutes plus 15 percent or 90 minutes of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.641 Kind Of Question: Flag</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.53	<p>Do procedures specify no person may release for flight or takeoff a non-turbine or turbo-propeller powered airplane unless, considering the wind and other weather conditions expected, it has enough fuel:</p> <ul style="list-style-type: none"> • To fly to and land at the airport to which it is released; • Then fly to and land at the most distant alternate airport specified in the flight release; and • Then fly for 45 minutes at normal cruising fuel consumption? 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>Note(s): <i>For operators who are authorized to conduct day VFR operations in their operations specifications and who are operating non-transport category airplanes type certificated after December 31, 1964, may utilize a 30 minute fuel reserve at normal cruising fuel consumption for day VFR operations. Minimum fuel supply also includes the factors for computing fuel required by 14 CFR part 121.647.</i> <i>The 45 minutes of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.643(a) Kind Of Question: Supplemental</p>	
1.54	<p>Do procedures specify the fuel requirements for nonturbine and turbo-propeller driven airplanes, between points outside the contiguous United States, considering the wind and other weather conditions expected, include enough fuel:</p> <ul style="list-style-type: none"> • To fly to and land at the airport to which it is released; • Then to fly to and land at the most distant alternate airport specified in the flight release; and • Then fly for 30 minutes plus 15 percent of the total time required to fly at normal cruising fuel consumption to the airport to which release and the most distant alternate airport; or • To fly for 90 minutes at normal cruising fuel consumption, whichever is less? <p>Note(s): <i>Minimum fuel supply also includes the factors for computing fuel required by 14 CFR part 121.647.</i> <i>The 30 minutes plus 15 percent or 90 minutes of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.643(b) Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.55	<p>Do procedures specify the requirements, for nonturbine and turbo-propeller driven airplanes, to an airport for which an alternate is not specified under 14 CFR part 121.623(b), considering wind and other weather conditions expected, to include enough fuel:</p> <ul style="list-style-type: none"> • To fly to and land at the airport to which it is released; and • Then to fly for three hours at normal cruising fuel consumption? <p>Note(s): <i>An alternate airport need not be designated for IFR or over-the-top operations where the aircraft carries enough fuel to meet the requirements of 14 CFR part 121.643 and 121.645 for flights outside the 48 contiguous states and the District of Columbia over routes without an available alternate airport for a particular airport of destination.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>Destination airports without an available alternate airport must be approved by the Administrator in operations specifications paragraph C.067.</i></p> <p><i>Minimum fuel supply also includes the factors for computing fuel required by 14 CFR part 121.647.</i></p> <p><i>The 3 hours of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.643(c) Kind Of Question: Supplemental</p>	
1.56	<p>Do procedures specify when conducting flag or supplemental operations outside the 48 contiguous United States and the District of Columbia, no person may release for flight or takeoff a turbine-engine powered airplane other than a turbo-propeller powered airplane unless, considering wind and other weather conditions expected, it has enough fuel:</p> <ul style="list-style-type: none"> • To fly to and land at the airport to which it is released; • Then fly for a period of 10 percent of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; • Then fly to and land at the most distant alternate airport specified in the flight release, if an alternate is required; and • Then to fly for 30 minutes at holding speed at 1,500 feet above the alternate airport (or the destination airport if no alternate is required) under standard temperature conditions? <p>Note(s): <i>Any flag operation within the 48 contiguous states and the District of Columbia may use the fuel requirements of 14 CFR part 121.639.</i> <i>For a supplemental operation within the 48 contiguous states and the District of Columbia with a turbine engine powered airplane the fuel requirements of 14 CFR part 121.643 apply.</i> <i>Turbo-propeller powered airplanes are not considered turbine powered airplanes for the purposes of this question.</i> <i>Any deviation to the fuel requirements of 14 CFR part 121.645 must be specifically authorized by the Administrator in the operations specifications.</i> <i>The Administrator may amend the operations specifications of an operator conducting flag or supplemental operations to require more fuel than any of the minimums if he finds that additional fuel is necessary on a particular route in the interest of safety.</i> <i>Minimum fuel supply also includes the factors for computing fuel required by 14 CFR part 121.647.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.645(a); 121.645(b); 121.645(d); 121.645(e) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.57	<p>Do procedures specify no person may release a turbine-engine powered airplane, other than a turbo-propeller airplane, to an airport for which an alternate is not specified under 14 CFR parts 121.621(a)(2) or 121.623(b) unless it has enough fuel, considering wind and other weather conditions expected, to fly to that airport and thereafter to fly for at least two hours at normal cruising fuel consumption?</p> <p>Note(s):</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>Minimum fuel supply also includes the factors for computing fuel required by 14 CFR part 121.647.</i></p> <p><i>Destination airports, for flag or supplemental operations, that do not have an available alternate airport for destination should be listed in operations specifications C067.</i></p> <p><i>The 2 hours of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.645(c) Kind Of Question: Flag, Supplemental</p>	
1.58	<p>Do procedures specify at least the following factors shall be considered in computing fuel required?</p> <ul style="list-style-type: none"> • Wind and other weather conditions forecast. • Anticipated traffic delays. • One instrument approach and possible missed approach at destination. • Any other conditions that may delay landing of the aircraft. <p>Note(s): <i>Required fuel is in addition to unusable fuel.</i> <i>"Minimum fuel supply" is the amount of fuel listed on the dispatch/flight release which is required to be on board the aircraft at the commencement of the takeoff roll.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.647 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.59	<p>Do procedures ensure no person dispatches or releases a turbine-engine powered airplane with more than two engines for a flight more than 90 minutes from an adequate airport unless:</p> <ul style="list-style-type: none"> • The airplane has enough fuel to meet the requirements of 14 CFR part 121.645(b); • The airplane has enough fuel to fly to the adequate airport <ul style="list-style-type: none"> ○ Assuming a rapid decompression at the most critical point; ○ Assuming a descent to a safe altitude in compliance with the oxygen supply requirements of 14 CFR part 121.333; and ○ Considering expected wind and other weather conditions. • The airplane has enough fuel to hold for 15 minutes at 1500 feet above field elevation and conduct a normal approach and landing? <p>Note(s): <i>90 minutes from an adequate airport is determined using all engines operating at cruise power.</i> <i>The preflight planning process must be able to determine whether the status of an adequate airport used to meet the requirements of this rule will be affected by, but not limited to, runway or aerodrome closures (NOTAMs), or availability of essential services, at the time of the proposed operation.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.646(a) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.60	<p>Do procedures specify no pilot may takeoff or land an airplane under VFR when the reported ceiling or visibility is less than:</p> <ul style="list-style-type: none"> For day operations—1,000-foot ceiling and one-mile visibility; or For night operations—1,000-foot ceiling and two-mile visibility? <p>Note(s): <i>Where a local surface restriction to visibility exists (e.g., smoke, dust, blowing snow or sand) the visibility for day and night operations may be reduced to 1/2 mile, if all turns after takeoff and prior to landing, and all flight beyond one mile from the airport boundary can be accomplished above or outside the area of local surface visibility restriction.</i> <i>The weather minimums in this section do not apply to the VFR operation of fixed-wing aircraft at any of the locations where the special weather minimums of 14 CFR part 91.157 of this chapter are not applicable (See part 91, Appendix D, Section 3). The basic VFR weather minimums of 14 CFR part 91.155 of this chapter apply at those locations.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.649 Kind Of Question: Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.61	<p>Do procedures require increasing the MDA or DA/DH and visibility landing minimums by 100 feet and one-half mile for regular, provisional, and refueling airports listed in the operator's operation specifications for any pilot in command that does not have at least 100 hours of experience in that type of airplane in 14 CFR part 121 operations?</p> <p>Note(s): <i>The MDA or DA/DH and visibility minimums need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.652(a) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.62	<p>Do procedures specify when conducting operations under 14 CFR part 121.649 through 121.653, the ceiling and visibility values in the main body of the latest weather report control:</p> <ul style="list-style-type: none"> VFR and IFR takeoffs and landings; and Instrument approach procedures on all runways of an airport? <p>Note(s): <i>If the latest weather report, including an oral report from the control tower, contains a visibility value specified as runway visibility or runway visual range for a particular runway of an airport, that specified value controls for VFR and IFR landings and takeoffs and straight-in instrument approaches for that runway.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.655 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.63	<p>Do procedures require a dispatch release to be prepared:</p> <ul style="list-style-type: none"> For each flight between specified points based on information furnished by an authorized dispatcher; and Signed by the pilot in command and authorized dispatcher only if both believe the flight can be made with safety? <p>Note(s): <i>The aircraft dispatcher may delegate authority to sign a dispatch release for a particular flight, but he/she may not delegate his/her authority to dispatch. The pilot in command may not delegate his/her authority to sign a dispatch release, only the pilot in command may sign.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.663 Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.64	<p>For passenger carrying operators and all-cargo operators opting to comply with 14 CFR 117 regulations, do procedures specify as part of the dispatch or flight release that each flightcrew member or other crewmembers, as applicable, affirmatively states they are fit for duty prior to commencing a flight?</p> <p>Note(s): <i>This question does not apply to all-cargo operators only issued operations specifications A317.</i></p> <p>Updated: Rev # 14 on 07/24/2015 SRRs: A.317; 117.5(d) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.65	<p>Do procedures specify the contents of the dispatch release include:</p> <ul style="list-style-type: none"> Identification number of the aircraft; Trip number; Departure airport, intermediate stops, destination airports, and alternate airports; A statement of the type of operation (e.g., IFR, VFR); Minimum fuel supply; For each flight dispatched as an ETOPS flight, the ETOPS diversion time for which the flight is dispatched; and Weather reports, available weather forecasts, or a combination thereof, for the destination airport, intermediate stops, and alternate airports, that are the latest available at the time the release is signed by the pilot in command and dispatcher? <p>Note(s): <i>The dispatch release may include any additional available weather reports or forecasts that the pilot in command or the aircraft dispatcher considers necessary or desirable.</i></p> <p>Updated: Rev # 10 on 03/01/2013 SRRs: 121.687 Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

1.66	<p>Do procedures specify the contents of the flight release include:</p> <ul style="list-style-type: none"> • Company or organization name; • Make, model, and registration number of the aircraft being used; • Flight or trip number, and date of flight; • Name of each flight crewmember, flight attendant, and pilot designated as pilot in command; • Departure airport, destination airports, alternate airports, and route; • Minimum fuel supply (in gallons or pounds); • A statement of the type of operation (e.g., IFR, VFR); • For each flight released as an ETOPS flight, the ETOPS diversion time for which the flight is released; and • Weather reports, available weather forecasts, or a combination thereof, for the destination airport, and alternate airports, that are the latest available at the time the release is signed? <p>Note(s): <i>The flight release may include any additional available weather reports or forecasts that the pilot in command considers necessary or desirable.</i></p> <p>Updated: Rev # 11 on 03/01/2013 SRRs: 121.689 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.67	<p>When conducting supplemental operations, do procedures require flag and domestic operators to use the forms normally used in scheduled operations?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.689(c) Kind Of Question: Flag, Supplemental, Domestic</p> <p><i>Related Design JTIs:</i></p> <ol style="list-style-type: none"> 1. Check that the operator has information and instructions that while conducting domestic operations under the rules of 14 CFR part 121 applicable to supplemental operations, it shall comply with the dispatch or flight release forms required for scheduled operations under this subpart. <i>Sources:</i> 121.689(c) 2. Check that the operator has information that while conducting flag operations under the rules of 14 CFR part 121 applicable to supplemental operations, it shall comply with the dispatch or flight release forms required for scheduled operations under this subpart. <i>Sources:</i> 121.689(c) 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.68	<p>Do procedures specify that personnel filing a VFR flight plan shall include:</p> <ul style="list-style-type: none"> • The aircraft identification number, and if necessary, its radio call sign; • The type of aircraft; • The full name and address of the PIC; • The point and proposed time of departure; • The proposed route, cruising altitude (or flight level), and true airspeed at that altitude; 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<ul style="list-style-type: none"> The point of first intended landing and the estimated elapsed time until over that point; The amount of fuel on board (in hours); The number of persons in the aircraft, except where that information is otherwise readily available to the FAA; and Any other information the PIC or ATC believes is necessary for ATC purposes? <p>Note(s): <i>All part 121 VFR enroute operations must be specifically approved and conducted in accordance with operations specifications paragraph B051.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.051; 91.153(a) Kind Of Question: Flag, Supplemental, Domestic</p>	
1.69	<p>Do procedures specify that GPS RAIM predictions must be performed prior to each IFR flight to an airport where only RNAV GPS approaches are available, to ensure satisfactory signal coverage will be available at the estimated time of arrival?</p> <p>Note(s): <i>Predictions shall be based on Area Navigation (RNAV) departure, routes, arrivals, and approaches, as applicable.</i> <i>GPS RAIM availability must be confirmed for solely TSO-C129 equipped aircraft. Continuous loss of RAIM for more than five (5) minutes for any part of the intended flight should result in delay, cancellation or rerouting until RAIM capability requirements can be met.</i> <i>GPS RAIM availability is not required to be confirmed for TSO-C145/146 equipped aircraft as long as WAAS coverage is confirmed to be available along the entire route of the flight. However, outside the U.S. or in areas where WAAS coverage is not available, operators using TSO-C145/146 equipped aircraft are required to check GPS RAIM availability.</i> <i>The operator may utilize the aircraft, a vendor based RAIM prediction software that utilizes the same algorithms as the avionics installed, or the FAA RAIM prediction software (within the 48 contiguous United States only) to conduct the required prediction.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.030d(3) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.70	<p>Do procedures ensure that the aircraft navigation system is capable of providing the required navigational performance, over the planned route and airspace, during the planned flight time?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.034e(3) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.71	<p>Do procedures specify when utilizing operations specifications B043, each aircraft must have enough fuel on board considering:</p> <ul style="list-style-type: none"> Wind and other weather conditions forecast; Anticipated traffic delays; One instrument approach and possible missed approach at destination; 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>and</p> <ul style="list-style-type: none"> Any other conditions that may delay landing of the aircraft? <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.043(b) Kind Of Question: Flag, Supplemental</p>	
1.72	<p>Do procedures specify when utilizing operations specifications B043, each aircraft must have enough fuel:</p> <ul style="list-style-type: none"> To fly to and land at the airport to which it is dispatched or released; Then to fly for a period of 10 percent of that portion of the en route time (between the departure airport and the airport to which it was released) where the aircraft's position can not be "reliably fixed" at least once each hour in accordance with operations specifications paragraph B032; Then to fly to and land at the most distant alternate airport specified in the dispatch or flight release, as applicable, (if an alternate is required by 14 CFR part 121.621 and 121.623, as appropriate); and Then to fly for 45 minutes at normal cruising fuel consumption? <p>Note(s): <i>The 45 minutes of normal cruising fuel consumption must be computed on the basis of the air carrier's normal enroute cruise configuration.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.043(b) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.73	<p>Do procedures specify when utilizing operations specifications B043, the operator shall require flightcrews to report immediately to the dispatcher or flight follower, as applicable anytime the:</p> <ul style="list-style-type: none"> Estimated time of arrival at the destination exceeds fifteen minutes beyond the flight plan ETA; Cruise altitude varies by four thousand (4,000) feet or more from the flight plan; or Airplane deviates more than one hundred (100) nautical miles from the flight-planned route? <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.043(c)(1) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.74	<p>Do procedures specify when utilizing operations specifications B043, the operator shall report to AFS-200 through its principal operations inspector any:</p> <ul style="list-style-type: none"> Declarations of emergency fuel; and/or Occurrence of a low fuel state which results in actions being taken by ATC and/or dispatch in order to provide priority handling, even if no emergency is declared? 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>Updated: Rev # 3 on 06/01/2010 SRRs: B.043(c)(2) Kind Of Question: Flag, Supplemental</p>	
1.75	<p>Do procedures specify when utilizing operations specifications B044, no person may redispach or rerelease a flight to another airport unless the:</p> <ul style="list-style-type: none"> • Airport is authorized for that type of aircraft; and • Operation is conducted within the specific area of en route operations listed in operations specifications B050; and • Appropriate requirements of 14 CFR part 121.593 through 121.661 and 121.173 are met at the time of redispach or rerelease? <p>Note(s): <i>All requirements of the applicable regulations and operations specifications B044, including weather, terminal and en route facilities, and fuel supply requirements must be met at time of redispach or rerelease.</i> <i>A planned redispach or rerelease is one that is planned before takeoff to be redispached or rereleased at a predetermined point along the route of flight to an airport other than specified in the original dispatch or flight release.</i> <i>Operations specifications B044 must not be used in conjunction with operations specifications B043 or B343.</i></p> <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(a); B.044(b)(1); B.044(b)(11); 121.631(f) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.76	<p>Do procedures specify when utilizing operations specifications B044, the flight or dispatch release contain:</p> <ul style="list-style-type: none"> • A release to the initial destination airport; • A plan for redispach or rerelease from the planned redispach or rerelease point to the intended airport; • Alternate airports for both the initial destination airport and the intended destination airport, in accordance with 14 CFR part 121.621 or 121.623; • The fuel required to fly from the origin airport and land at the initial destination airport; • The fuel required to fly from the redispach or rerelease point and land at the intended destination airport; • The total fuel required to fly from the origin airport and land at the intended destination airport based on the redispach or rerelease; and • Appropriate weather reports, forecasts, and NOTAMs affecting the route to be flown, and the facilities at all airports specified in the dispatch or flight release? <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(2) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.77	<p>Do procedures specify when utilizing operations specifications B044, the operational analysis on the flight plan includes:</p> <ul style="list-style-type: none"> • Total fuel to fly from the origin airport and land at the intended 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p>destination airport;</p> <ul style="list-style-type: none"> • Routes to be flown, including flight levels; • Estimated times en route; and • Alternate airports both the initial destination airport and the intended destination airport, in accordance with 14 CFR part 121.621 or 121.623? <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(3) Kind Of Question: Flag, Supplemental</p>	
1.78	<p>Do procedures specify the dispatcher or person designated to exercise operational control (other than the pilot in command) conduct a new operational analysis within 2 hours prior to the flight's arrival at the redispach or rerelease point to include:</p> <ul style="list-style-type: none"> • An updated fuel analysis based on the current route of flight, wind conditions, and aircraft weight on the route from the planned redispach or rerelease point to the intended destination airport and any required alternate airports; and • Informing the pilot in command of the results of the updated fuel analysis and all current information concerning weather conditions, navigation and ground facilities, known air traffic delays, and services at the intended destination and alternate airports specified in the redispach or rerelease as required by 14 CFR part 121.601(c) or 121.603(b)? <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(4); 121.601(c); 121.603(a) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.79	<p>Do procedures specify when utilizing operations specifications B044, that when the operational analysis indicates sufficient fuel on board to complete the redispach or rerelease, the redispach or rerelease contains:</p> <ul style="list-style-type: none"> • A release from the planned redispach or rerelease point to the intended destination airport; • An updated route, if required, based on the operational analysis conducted; • An alternate airport for the intended destination airport, as required by 14 CFR part 121.621 or 121.623; • The fuel required to fly from the planned redispach or rerelease point and land at the intended destination airport; • Appropriate weather reports, forecasts, and NOTAMs affecting the route to be flown, and the facilities at all airports specified in the dispatch or flight release; and • The name of the dispatcher or person authorized to exercise operational control issuing the redispach or rerelease, along with the time of issuance? <p>Note(s): <i>If while the aircraft is en route the flight cannot continue in accordance with the</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<p><i>dispatch or flight release, the certificate holder must comply with the provisions of 14 CFR part 121.631(f) and (g) to amend the release.</i></p> <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(5); B.044(b)(7) Kind Of Question: Flag, Supplemental</p>	
1.80	<p>Do procedures specify that the pilot in command's decision whether or not to accept the redispach or rerelease be a part of the redispach or rerelease?</p> <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(6) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.81	<p>In the event of a total loss of communications, when utilizing operations specifications B044, do procedures specify the requirements to be used by the pilot in command and aircraft dispatcher or persons designated with operational control?</p> <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(8) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.82	<p>Do procedures specify when using the provisions of operations specifications B044, that the dispatcher or person designated to exercise operational control will evaluate the fuel onboard and determine if additional action is necessary when notified by the flight crew that the:</p> <ul style="list-style-type: none"> • Estimated time of arrival at the initial destination or intended destination exceeds 15 minutes beyond flight plan; • Cruise altitude varies by 4,000 feet or more from the flight plan; and/or • Airplane deviates more that 100 NM from the route specified on the flight plan? <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(9) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.83	<p>Do procedures specify when utilizing operations specifications B044, a real time analysis be conducted of any fuel burn en-route that exceeds the planned fuel burn to ensure sufficient fuel remains at the redispach or rerelease to continue to the intended destination or to land at the initial destination or alternate airport?</p> <p>Updated: Rev # 7 on 09/01/2011 SRRs: B.044(b)(10) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.84	<p>Do procedures specify when utilizing operations specifications B343, the operator must have enough fuel on board to fly and land at the destination airport and then fly for a period of time based on the percentages listed in the notes section of paragraph B050 of the operator's operations specifications under one of the following circumstances?</p> <ul style="list-style-type: none"> • That percentage of the total time required to fly from the airport of departure to, and land at, the airport to which it was released; 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<ul style="list-style-type: none"> ○ Then to fly to and land at the most distant alternate airport specified in the dispatch or flight release; and ○ Then to fly for thirty minutes at holding speed at 1,500 feet above the alternate airport or the destination airport if no alternate is required under actual or forecasted temperatures and conditions; or • Using the provisions of operations specifications B343 in conjunction with the provisions of operations specifications B043 b(2). <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(b)(1); B.343(b)(2) Kind Of Question: Flag, Supplemental</p>	
1.85	<p>Do procedures specify when utilizing operations specifications B343, the operator shall consider:</p> <ul style="list-style-type: none"> • Wind and other weather conditions forecast; • Anticipated traffic delays; • One instrument approach and possible missed approach at destination; and • Any other conditions that may delay landing of the aircraft to accomplish the requirements of the operations specifications? <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343; 121.647 Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.86	<p>Do procedures specify when utilizing operations specifications B343(b), the deviation is restricted to no less than a 5 percent of the applicable en route fuel reserve at all times?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(b)(3) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.87	<p>Do procedures specify when utilizing operations specifications B343, the operator will only use airplanes listed in operations specifications B343 in conjunction with the applicable approved areas listed in operations specifications B050?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(c) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.88	<p>Do procedures specify when utilizing operations specifications B343, the operator shall conduct operations that use the fuel supplies authorized by operations specifications B343 in accordance with:</p> <ul style="list-style-type: none"> • 14 CFR part 121.621, alternate airport for destination for flag operations; or • 14 CFR part 121.623, alternate airport for destination for supplemental operations? <p>Updated: Rev # 3 on 06/01/2010</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	SRRs: B.343(d)(1) Kind Of Question: Flag, Supplemental	
1.89	<p>Do procedures specify when utilizing operations specifications B343, the flight shall not be dispatched or released unless appropriate weather reports or forecasts, or any combination thereof, indicate that the weather conditions will be at or above the authorized IFR approach and landing minimums at the estimated time of arrival at any airport to which the flight is dispatched or released?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(d)(2) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.90	<p>Do procedures specify the provisions of operations specifications B044 may not be used when utilizing the provisions of operations specifications B343?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(d)(3) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.91	<p>Do procedures specify the operator must implement a fuel consumption bias program to maintain a hull-specific performance monitoring system that continuously monitors, analyzes, and compares the fuel performance calculations to the actual performance for each individual airplane being used under operations specifications B343?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(d)(4) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.92	<p>Do procedures specify when utilizing operations specifications B343, flight planning must incorporate:</p> <ul style="list-style-type: none"> • The airplane-specific fuel bias derived by the continuous performance monitoring required by this operations specifications; • Accurate meteorological data including upper wind information equal to or more accurate than 1.25 degree (1.25 degree of latitude by 1.25 degree of longitude grid over the globe) gridded model winds must be utilized for the entire flight plan route; and • Typical departure, arrival, and alternate airport routings and altitudes must be used for fuel requirement calculations under this authorization? <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(d)(5) Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.93	<p>Do procedures specify when utilizing operations specifications B343, all flightdeck fuel quantity indicators must:</p> <ul style="list-style-type: none"> • Be operational at dispatch or release; and • Any en route failure of these indicators must be reported as soon as practical to appropriate operational control personnel? <p>Updated: Rev # 3 on 06/01/2010</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	SRRs: B.343(d)(6) Kind Of Question: Flag, Supplemental	
1.94	Do procedures specify the fuel requirements of operations specifications B343 will not be lower than the requirements of 14 CFR part 121.193(c) or the ETOPS critical fuel requirements, as applicable? Updated: Rev # 3 on 06/01/2010 SRRs: B.343(d)(7) Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.95	Does the operator have approved procedures when utilizing operations specifications B343 to maintain a flight monitoring and recording system requiring the flightcrew and dispatcher or flight follower, as applicable, to verify at regular intervals en route not to exceed 1.5 hours between reports, the airplane's position, route, altitude, and fuel-onboard compared to flight-planned fuel-onboard at that point? Updated: Rev # 3 on 06/01/2010 SRRs: B.343d(8) Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.96	Does the operator's operations specifications B343 flight monitoring and recording system require: <ul style="list-style-type: none"> The flightcrew must report as soon as practical when estimated time of arrival at the destination exceeds fifteen minutes beyond the flight plan ETA, the cruise altitude varies by four thousand (4,000) feet from the flight plan, or the airplane exceeds one hundred (100) miles from the flight-planned route; A report indicating that a portion of en-route reserve fuel will be consumed; The PIC and dispatcher or flight follower must coordinate, agree, and record a course of action when a portion of en-route reserve fuel will be consumed; A primary and secondary method of communicating the reports required by operations specifications B343 must be available for the entire route of flight; The FAA accepted procedures must be included in the operator's manual; and Flight crewmembers and dispatchers or flight followers, as applicable, must be trained in the use of these procedures? Updated: Rev # 3 on 06/01/2010 SRRs: B.343(d)(9) Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.97	Does the operator have an internal oversight program to monitor operations specifications B343? Updated: Rev # 3 on 06/01/2010 SRRs: B.343(e) Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.98	Does the operator's operations specifications B343 oversight program include the following requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<ul style="list-style-type: none"> • The operator must retain and notify its CHDO whenever any portion of the en route reserve fuel is consumed. • The operator will include the monthly reporting or statistical data on fuel usage for flights where the deviation authorized by operations specifications B343 is exercised to the operator's CHDO. • The program must identify the root cause for each instance in which any portion of the en route reserve fuel is consumed. • The program must have a monthly audit procedure to ensure: <ul style="list-style-type: none"> ○ viability of en route alternates, and ○ the profile used for departure, arrival, and alternate airport routings is a reasonable profile which can be expected to be assigned by ATC. • The program must be incorporated into the operator's general manual system. • The operator must submit quarterly reports of applicable oversight data to the Air Transportation Division for the first two years from the effective date of operations specifications B343. <p>Updated: Rev # 3 on 06/01/2010 SRRs: B.343(e) Kind Of Question: Flag, Supplemental</p>	
1.99	<p>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 1?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.100	<p>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 2?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.101	<p>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 3?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.102	<p>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 25, Section 4?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.103	<p>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 26, Section 1?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.104	<p>Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 26, Section 2?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	
1.105	Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 26, Section 3? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.106	Do procedures address the intent of the guidance contained in FAA Order 8900.1, Volume 3, Chapter 26, Section 4? Updated: Rev # 13 on 06/23/2014 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.107	Do procedures address the intent of the guidance contained in FAA AC 120-60? Updated: Rev # 6 on 06/01/2011 Kind Of Question: Flag, Supplemental, Domestic <i>Related Design JTIs:</i> 1. Check that the operator has information to be performed by flight crewmembers for safely dispatching or releasing each type aircraft while ground deicing/anti-icing operational procedures are in effect. <i>Sources:</i> AC 120-60 2. Check that the operator has information to be performed by aircraft dispatchers or flight followers, for safely dispatching or releasing each type aircraft while ground deicing/anti-icing operational procedures are in effect. <i>Sources:</i> AC 120-60 3. Check that the operator has information to be performed by management personnel for safely dispatching or releasing each type aircraft while ground deicing/anti-icing operational procedures are in effect. <i>Sources:</i> AC 120-60	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
1.108	Do procedures specify how dispatch and other operational control personnel shall apply flight planning practices known to be effective against injuries caused by turbulence, contained in FAA AC 120-88? Updated: Rev # 6 on 06/01/2011 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.109	Does the manual include a requirement to comply with the operations specifications related to this element including clearly identified excerpts, references, mandatory compliance requirements, or other information that will keep employees informed of the impact on their duties and responsibilities? Updated: Rev # 3 on 06/01/2010 SRRs: 119.43(b); 119.43(c); 121.135(a)(4) Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

1.110	<p>Does the manual contain policies and procedures that include the duties and responsibilities for personnel involved with this element?</p> <p>Note(s): <i>This includes personnel, in addition to those required by 14 CFR part 119, who have authority and responsibility for processes covered by this element.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.135(b)(2) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.111	<p>Does the manual refer to the appropriate sections of 14 CFR, and are the procedures consistent with the appropriate 14 CFR references or operating certificate concerning this element?</p> <p>Note(s): <i>Procedures for Flag and Supplemental operations must be consistent with applicable foreign regulations as well.</i></p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.135(a)(4); 121.135(b)(3) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.112	<p>Does the manual contain general policies that require compliance with the SRRs?</p> <p>Updated: Rev # 3 on 06/01/2010 SRRs: 121.135(b)(1) Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
1.113	<p>Are the procedures written in enough detail to ensure the effective coordination of work activities from one person, workgroup, or organization to another to ensure the desired result?</p> <p>Updated: Rev # 12 on 09/30/2013 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SAI SECTION 1 - PROCEDURES ATTRIBUTE

Drop-Down Menu

1.	No policy, procedures, instructions, or information specified.
2.	Procedures or instructions and information do not identify who, what, when, where, how.
3.	Policy, procedures, or instructions and information do not comply with CFR.
4.	Policy, procedures, or instructions and information do not comply with FAA policy and guidance.
5.	Policy, procedures, or instructions and information do not comply with other documentation (e.g., manufacturer's data, Jeppesen Charts, etc.).
6.	Policy, procedures, or instructions and information unclear or incomplete.
7.	Documentation quality (e.g., unreadable or illegible).
8.	Policy, procedures, or instructions and information inconsistent across certificate holder manuals (FOM - Flight Operations Manual to GMM - General Maintenance Manual, etc.).
9.	Policy, procedures, or instructions and information inconsistent across media (e.g., paper, microfiche, electronic).
10.	Resource requirements incomplete (personnel, facilities, equipment, technical data).
11.	Other.

SAI SECTION 2 - CONTROLS ATTRIBUTE**Objective:**

The questions in this section of the SAI will help determine if controls (i.e. checks and restraints) are designed into the processes associated with this element to ensure policies and procedures are followed to achieve desired results.

Tasks

The inspector shall accomplish the following task:

- 1 Review the policies, procedures, instructions and information to understand the controls associated with this element.

Questions

2.1	Is a control in place to ensure the operator has an adequate number of properly equipped airports for each route it operates? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.2	Is a control in place to ensure the operator's approved system for obtaining, maintaining, and distributing current aeronautical data provides the required information? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.3	Is a control in place to ensure weather reports and forecasts are available for the operation along each route? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.4	Is a control in place to ensure weather reports and forecasts used to control flights are prepared by the U.S. National Weather Service, or other source approved by the Administrator? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.5	Is a control in place to ensure the operator uses the FAA approved system for obtaining forecasts and reports of adverse weather phenomena? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.6	Is a control in place to ensure the operator provides an adequate number of dispatch centers to provide proper operational control of each flight? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.7	Is a control in place to ensure the operator only utilizes adequate airports?	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Not Applicable
2.8	Is a control in place to ensure the approved flight following system provides all information necessary for the safety of the flight to pilot in command? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.9	Is a control in place to ensure the operator utilizes the flight following system approved in the operations specifications? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.10	Is a control in place to ensure the flight following system used by the operator has adequate facilities and personnel to provide the information necessary for the initiation and safe conduct of each flight to: <ul style="list-style-type: none"> • The flight crew of each aircraft; and • The persons designated by the operator to perform the function of operational control of the aircraft? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.11	Is a control in place to ensure the flight following systems provides a means of communication to monitor the progress of each flight with respect to its departure from the point of origin, arrival at its destination, including intermediate stops and diversions? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.12	Is a control in place to ensure the personnel identified below able to perform their required duties related to the flight following system? <ul style="list-style-type: none"> • Flight crew of each aircraft; and • Persons designated by the operator to perform the function of operational control of the aircraft. Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.13	For turbine-engine powered airplanes, is there a control in place to ensure operations are conducted in accordance with 14 CFR part 121, Appendix P and as authorized in the operations specifications when operating over routes that contain a point: <ul style="list-style-type: none"> • Within the North Polar Area; • Within the South Polar Area; • More than 60 minutes flying time from an adequate airport for a two-engine airplanes that is operating at a one-engine-inoperative cruise speed under standard conditions in still air; and 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	<ul style="list-style-type: none"> More than 180 minutes flying time from an adequate airport for a passenger-carrying airplane with more than two engines that is operating at a one-engine-inoperative cruise speed under standard conditions in still air? <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental</p>	
2.14	<p>For reciprocating-engine powered airplanes, is a control in place to ensure operations are conducted over a route that contains a point no farther than 60 minutes flying time (at a one engine inoperative cruise speed under standard conditions in still air) from an adequate airport?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.15	<p>Is a control in place to ensure flight planning data is accurate?</p> <p>Note(s): <i>A flight plan may be a paper document or file of electronic data prepared for purposes of flight planning, en-route operation, and navigation. Flight planning consists of selecting an appropriate aircraft cruise schedule and applying forecast wind, temperature, and aircraft performance data to a planned route to predict estimated time en-route (ETE) and estimated fuel consumption. Flight planning data may be calculated manually, but is most often computed by electronic means.</i></p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.16	<p>Is a control in place to ensure operations are restricted or suspended when unsafe conditions exist?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.17	<p>Is a control in place to ensure each flight is specifically authorized by an aircraft dispatcher?</p> <p>Note(s): <i>For domestic operations if an airplane lands at an intermediate airport specified in the original dispatch release and remains there for not more than one hour, re-authorization by the aircraft dispatcher is not required.</i></p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.18	<p>Is a control in place to ensure no flights are started without the specific authority from the person authorized by the operator to exercise operational control over the flight?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.19	<p>Is there a control in place to ensure the aircraft dispatcher is thoroughly familiar with the reported weather conditions on the route to be flown before releasing the flight?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	
2.20	Is a control in place to ensure the pilot in command is thoroughly familiar with reported and forecast weather conditions on the route to be flown before beginning the flight? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.21	Is a control in place to ensure the aircraft dispatcher provides the pilot in command with all available reports or information on airport conditions and irregularities of navigation facilities affecting the safety of the flight? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.22	Is a control in place to ensure before beginning a flight the aircraft dispatcher provides the pilot in command with all available information affecting the safety of the flight including: <ul style="list-style-type: none"> • Available weather reports or forecasts; • Adverse weather phenomena; • Clear Air Turbulence; • Thunderstorms; and • Low Altitude Wind Shear? <p>Note(s): <i>This requirement applies to each route to be flown and each airport to be used.</i></p> Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.23	Is a control in place to ensure during a flight the aircraft dispatcher provides the pilot in command with any additional available information affecting the safety of the flight including: <ul style="list-style-type: none"> • Information of meteorological conditions (including adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear); and • Irregularities of facilities and services? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.24	Is a control in place to ensure before each flight the pilot in command obtains available information affecting the safety of the flight including: <ul style="list-style-type: none"> • Airport conditions; • Irregularities of navigation facilities; and • Meteorological information? 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	
2.25	<p>Is a control in place to ensure during each flight the pilot in command obtains additional available information affecting the safety of the flight including:</p> <ul style="list-style-type: none"> • Meteorological conditions; and • Irregularities of facilities and services? <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.26	<p>Is a control in place to ensure each aircraft that is dispatched or released is airworthy and properly equipped?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.27	<p>Is a control in place to ensure aircraft are only dispatched or released (as applicable) over approved routes or route segments that have satisfactory communications and navigation facilities?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.28	<p>Is a control in place to ensure the dispatch or flight release requirements are met for VFR operations?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.29	<p>Is a control in place to ensure during IFR or over-the-top operations the dispatch or flight release contains weather reports or forecasts, or any combination thereof, that indicate weather conditions would be at or above authorized minimums at the estimated time of arrival at the airport or airports to which dispatched or released?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.30	<p>Is a control in place to ensure the dispatch or flight release requirements are met for extended or other over water operations?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.31	<p>Is a control in place to ensure the dispatch or flight release meets the requirements for departure alternates?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.32	<p>Is a control in place to ensure the requirements are met for destination alternates?</p> <p>Updated: Rev # 3 on 06/01/2010</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

	Kind Of Question: Flag, Supplemental, Domestic	
2.33	<p>Is there a control in place to ensure the dispatch release requirements are met for operations utilizing Exemption 3585?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.34	<p>Is a control in place to ensure the requirements are met for weather, field condition reports, and public protection for ETOPS alternate airports?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.35	<p>Is a control in place to ensure only those alternate airports are listed on the dispatch or flight release that meet the alternate airport weather minimums specified in the operator's operations specifications?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.36	<p>Is a control in place to ensure the operator prohibits the release or operation of an aircraft, when icing conditions are expected that might have adverse affect on the safety of the flight?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.37	<p>If operations specifications C070 is issued, is a control in place to ensure the operator lists on the original dispatch or flight release any regular, provisional, or refueling airport as a destination?</p> <p>Updated: Rev # 13 on 06/23/2014 Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.38	<p>Is a control in place to ensure the operator amends the dispatch or flight release when weather conditions at a required alternate airport changed and were not forecast to be at or above alternate minimums at the time of arrival?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.39	<p>Is there a control in place to ensure all required ETOPS alternates are listed on the dispatch or flight release?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.40	<p>Is a control in place that ensures each person who changes an original destination or alternate airport on the original dispatch or flight release to another airport while the aircraft is en route ensures the:</p> <ul style="list-style-type: none"> • Other airport authorized for that type of aircraft; and • Appropriate requirements of 14 CFR parts 121.593 through 121.661 and 121.173 were met at the time of redispach or amendment of the flight release? 	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	
2.41	Is a control in place to ensure each person who amends a dispatch or flight release en route records that amendment? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.42	Is a control in place to ensure when an airplane is dispatched from a refueling or provisional airport: <ul style="list-style-type: none"> The operator complies with the requirements applicable to regular airports; and The airport meets the requirements applicable to regular airports? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.43	Is a control in place to ensure the procedures for departure from unlisted and alternate airports are followed, as applicable? Updated: Rev # 10 on 03/01/2013 Kind Of Question: Flag, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.44	Is a control in place to ensure no person dispatches or takes off an airplane unless it has enough fuel on board to meet the fuel supply requirements for domestic operations? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.45	Is a control in place to ensure no person dispatches or takes off a nonturbine or turbo-propeller powered airplane unless it has enough fuel on board to meet the fuel supply requirements for flag operations? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.46	Is a control in place to ensure no person releases for flight or takes off a propeller-driven airplane unless it has enough fuel on board to meet the fuel supply requirements for supplemental operations? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.47	Is a control in place to ensure no person releases for flight or takes off a turbine-engine powered airplane unless it has enough fuel to meet the fuel supply requirements for flag or supplemental operations, as applicable? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.48	Is a control in place to ensure each person who dispatches or releases a flight and each person who takes off an airplane considers all factors used in	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	<p>computing fuel requirements including:</p> <ul style="list-style-type: none"> • Wind and other weather conditions forecast; • Anticipated traffic delays; • One instrument approach and possible missed approach at destination; and • Any other conditions that may delay landing of the aircraft? <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	
2.49	<p>Is a control in place that ensures the operator's procedures for minimum fuel or the declaration of an emergency due to low fuel supply are followed?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.50	<p>Is there a control in place to ensure the preflight planning process determines the status of each adequate airport required by 14 CFR part 121.161?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.51	<p>Is a control in place to ensure the take off and landing weather minimums are met for VFR flights?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.52	<p>Is a control in place for the operator to ensure the pilot in command meets the experience requirements for IFR landing weather minimums?</p> <p>Updated: Rev # 5 on 03/01/2011 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.53	<p>Is a control in place to ensure the operator determines the controlling visibility for VFR and IFR landings, takeoffs and straight-in instrument approaches consistent with 14 CFR parts 121.649 through 121.653, titled:</p> <ul style="list-style-type: none"> • VFR: Domestic operations; • IFR: Takeoff and landing weather minimums; • IFR: Landing weather minimums? <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.54	<p>Is a control in place to ensure the dispatch release was signed by the authorized aircraft dispatcher and pilot in command?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.55	<p>Is a control in place to ensure the dispatch/flight release contains the required contents and/or attachments, as applicable?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	
2.56	<p>Is there a control in place for passenger carrying operators and all-cargo operators opting to comply with 14 CFR 117 regulations, as part of the dispatch or flight release, to ensure each flightcrew member or other crewmembers, as applicable, affirmatively states they are fit for duty prior to commencing a flight?</p> <p>Note(s): <i>This question does not apply to all-cargo operators only issued operations specifications A317.</i></p> <p>Updated: Rev # 14 on 07/24/2015 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.57	<p>Is a control in place to ensure the operator uses the forms normally used for scheduled operations when it conducts supplemental operations?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Supplemental</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.58	<p>Is a control in place to ensure the disposition of load manifest, dispatch/flight release, and flight plan?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
2.59	<p>Is a control in place to ensure the following information is included when filing a VFR flight plan?</p> <ul style="list-style-type: none"> • The aircraft identification number, and if necessary, its radio call sign • The type of aircraft • The full name and address of the PIC • The point and proposed time of departure • The proposed route, cruising altitude or flight level, and true airspeed at that altitude • The point of first intended landing and the estimated elapsed time until over that point • The amount of fuel on board in hours • The number of persons in the aircraft, except where that information is otherwise readily available to the FAA • Any other information the PIC or ATC believes is necessary for ATC purposes <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.60	<p>Is a control in place to ensure the aircraft dispatcher and/or flight crew performs GPS RAIM predictions prior to each IFR flight to ensure satisfactory signal coverage is available?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.61	<p>Is a control in place to ensure RNAV navigation systems being utilized under the provisions of operations specifications B034 are capable of providing the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

	required navigational performance, over the planned route and airspace, during the planned flight time? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Not Applicable
2.62	Is a control in place to ensure the authorizations and limitations specified in operations specifications B043 are met during the dispatch / flight release process? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.63	Is a control in place to ensure the authorizations and limitations specified in operations specifications B044 are met during the dispatch/flight release process? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.64	Is a control in place to ensure the operator validates the accuracy and completeness of its North Polar Operations recovery plan and diversion data base at least annually? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable
2.65	Is a control in place to ensure the authorizations and limitations specified in operations specifications B343 are met during the dispatch/flight release process? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain <input type="checkbox"/> Not Applicable

SAI SECTION 2 - CONTROLS ATTRIBUTE Drop-Down Menu	
1.	No controls specified.
2.	Documentation for the controls do not identify who, what, when, where, how.
3.	Controls incomplete.
4.	Controls could be circumvented.
5.	Controls could be unenforceable.
6.	Resource requirements incomplete (personnel, facilities, equipment, technical data).
7.	Other.

SAI SECTION 3 - PROCESS MEASUREMENT ATTRIBUTE

Objective:

Process measurements ensure the operator uses an internal evaluation function to detect, identify, and eliminate or control hazards and the associated risk. For airworthiness elements this is a required function of the operator's Continuing Analysis and Surveillance System (CASS), required by 14 CFR part 121.373. The director of safety and the quality assurance department often work together to accomplish this function for the operator. Negative findings could require amendments to the safety/internal evaluation program or CASS audit forms or checklists.

Tasks

	The inspector shall accomplish the following tasks:
1	Review the control questions in Section 2 of this SAI.
2	Review the operator's policies, procedures, instructions and information to gain an understanding of the process measurements accomplished for this element.

Questions

3.1	<p>Are there process measurements that evaluate whether the operator's policies, procedures, and controls are achieving the desired results?</p> <p>Note(s): <i>Inspectors should refer to the controls in Section 2 of this SAI for possible process measurements for this element.</i> <i>Persons engaged in this process should have a method for identifying undesired results.</i></p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.2	<p>Do the operator's process measurements assess the performance of the processes associated with this element?</p> <p>Note(s): <i>Verify audits exist to measure this element's performance.</i> <i>Verify audits are scheduled for this element.</i> <i>Verify audits ensure everyone, including all outsource providers, comply with the operator's program, manual and all applicable regulations and statutes.</i></p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.3	<p>Does the operator's program require the documentation of process measurement results?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
3.4	<p>Does the operator's program describe how the process measurement results are used to improve the ability to achieve the desired results?</p> <p>Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

3.5	Does the organization that conducts the process measurements have direct access to the person with responsibility for this element? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
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SAI SECTION 3 - PROCESS MEASUREMENT ATTRIBUTE	
Drop-Down Menu	
1.	No process measurements specified.
2.	Documentation for the process measurements does not identify (who, what, when, where, how).
3.	Inability to identify negative findings.
4.	No provisions for implementing corrective actions.
5.	Ineffective follow-up to determine effectiveness of corrective actions.
6.	Resources requirements (personnel, facilities, equipment, technical data).
7.	Other.

SAI SECTION 4 - INTERFACES ATTRIBUTE

Objective:

Data collected in this section helps the principal inspector determine if the operator identifies, documents and manages change between this process and other related processes within the operator's organization. It is important for the operator to identify and document where interactions between processes exist, and to have a method of managing change between these processes. Written policies, procedures, or instructions and information that are interrelated and located in different manuals within the operator's manual system must be consistent to allow personnel to perform their duties and responsibilities with a high degree of safety.

Tasks

	The inspector shall accomplish the following task:
1	Review interfaces associated with the processes for this element.

Questions

4.1	Does the operator identify and document the interfaces between processes? Updated: Rev # 12 on 09/30/2013 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
4.2	Does the operator have a method to evaluate the impact of changes in this process to other related processes that interface with this process? Updated: Rev # 12 on 09/30/2013 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SAI SECTION 4 - INTERFACES ATTRIBUTE

Drop-Down Menu

1.	No interfaces specified.
2.	The following interfaces not identified within the certificate holder's manual system:
3.	Interfaces listed are inaccurate.
4.	Specific location of interfaces not identified within the manual system.
5.	Other

SAI SECTION 5 - MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE

Objective:

Data from questions in this section will help determine if there is an identifiable, qualified (when required by CFR), and knowledgeable person who:

- Is responsible for the process,
- Is answerable for the quality of the process, and
- Has the authority to establish and modify the process.

Tasks

	The inspector shall accomplish the following tasks:
1	Identify the person(s) who has overall responsibility for this element.
2	Identify the person(s) who has the authority to revise the procedures associated with this element.
3	Review the duties and responsibilities of the above person(s).
4	Review the appropriate organizational chart.

Questions

5.1	Is an individual(s) identified who is responsible for the quality of the procedures associated with this element? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.2	Is an individual(s) identified who has the authority to establish and modify the policies, procedures, instructions, and information associated with this element? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.3	Are duties and responsibilities documented for those who manage the procedures associated with this element? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain
5.4	Does the operator document the procedures for delegation of authority for this element? Updated: Rev # 3 on 06/01/2010 Kind Of Question: Flag, Supplemental, Domestic	<input type="checkbox"/> Yes <input type="checkbox"/> No, Explain

SAI SECTION 5 - MANAGEMENT RESPONSIBILITY & AUTHORITY ATTRIBUTE

Drop-Down Menu

1.	Not documented.
2.	Documentation unclear.

3.	Documentation incomplete.
4.	Other.